CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-120

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Gale Banks Engineering
Banks Derringer Diesel Tuner
Part Numbers 61312-51 and 61313-51

Pursuant to the authority vested in the California Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the Banks Derringer Diesel Tuner, manufactured and marketed by Gale Banks Engineering, 546 Duggan Avenue Azusa, California 91702, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the 2017 to 2019 model year 6.6L diesel General Motors pickups.

The Banks Derringer Diesel Tuner is designed for 2017 to 2019 model year General Motors pickups equipped with a 6.6L diesel engine. The kits include an interface module, an in-cab 3-position switch or a digital interface to adjust 6 power levels, and a wiring harness. The wiring harness uses factory style connectors and is installed between the fuel rail pressure sensor, the manifold absolute pressure sensor, and the On-Board Diagnostic II (OBD II) port. The OBD II port is used only to read information, not to modify ECM parameters. No end user calibration changes can be made to the Banks Derringer Tuner Module. Maximum horsepower gain is 52 hp with either the in-cab 3-position switch or a digital interface with 6 power levels.

This Executive Order is valid provided that the installation instructions for the Banks Derringer Diesel Tuner will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the Banks Derringer Diesel Tuner, as exempt by the California Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Banks Derringer Diesel Tuner advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Marketing of the Banks Derringer Diesel Tuner using any identification other than that shown in this Executive Order or marketing of the Banks Derringer Diesel Tuner for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the California Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the Banks Derringer Diesel Tuner may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on previously submitted emission test data in support of EO D-161-115.

The California Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE BANKS DERRINGER DIESEL TUNER.

No claim of any kind, such as "Approved by the California Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 13TH day of May 2019.

Allen Lyons, Chief
Emissions Compliance, Automotive Regulations and Science Division